

INTIMATIONS.

BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE
CROSSES,
HEADSTONES AND COFFINS
In Stock.
Satisfaction Guaranteed.
A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted
with automatic Steam Machinery of the latest
and most approved kind, and we are well able to
complete in quality with the best English makers.

The perfect ingredients only are used, and the
utmost care and cleanliness are exercised in the
manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles and a half-
pint, free of Extra Charge, to those of our
Customers who prefer to have them to the ordi-
nary size.

COAST PORT ORDERS.
Whenever practicable, are despatched by first
steamer leaving after receipt of order.

For Coast Ports, Waters are packed and
placed on board ship at Hongkong prices, and the
full amount allowed for Packages and Expens-
es when received in good condition.

Consignment Order Books supplied free on ap-
plication.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERBREAD
LEMON SQUASH
RASPBERRYADE.

No Credit given for Bottles that look dirty or
grassy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

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The Hongkong Dispensary, Hongkong.

NOTICE TO CORRESPONDENTS.
Only communications of a general character
should be addressed to "The Editor."
Correspondents are requested to forward their names
and address with communications addressed to the
Editor, not for publication, but as evidence of good
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All letters for publication should be written on one
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No anonymous communications should be accepted.
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Telegraphic Address: Press.
P. O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, MAY 20th, 1892.

THE Harbour Master, in his annual report,
has some interesting remarks on the trade
of Hongkong. The extent of that trade, as
Captain Ramsey says, cannot be analysed
by import and export returns, because there
are so many returns, but in the amount of
shipping entering the port we have a very
fair index to our commercial progress.
Captain Ramsey forcibly attacks the con-
tention that tonnage is no criterion to the
amount of trade and is able to strengthen
his argument by reference to the returns of
the Chinese Imperial Maritime Customs,
which show that our trade with China last
year marked a substantial advance. Ship-
ping has been truly called the life blood of
Hongkong, and the curious contention that
an increase in the Colony's life blood may be
coincident with, if it is not indicative of, an
alarming decline of vital force, is un-
tenable. It was advanced in the heat of
controversy but could hardly be held by
any sensible person for long. The nature
of the malady from which the Colony is
suffering is now well understood. It does not
arise from declining trade, meaning thereby
the exchange of merchandise, but from un-
profitable speculation outside the limits of
our normal trade, and so far as the Euro-
peans are concerned, from a fluctuating ex-
change. The Chinese have recovered from
the trouble so far as it affected them and
last year was one of the most profitable they
have experienced for some time. The Euro-
pean community, however, has suffered more
severely, is recovering more slowly, and is
not likely to regain all that it has lost for
years to come. There is always a tendency
for man to take his own condition as a
barometer to indicate the condition of
the community around whom he dwells,
and it is therefore perhaps not surprising
that the belief that the Colony was in a
bad way should have been so widely held,
but when the matter is looked at from an
impartial and impersonal point of view it is
seen that the belief is unwarranted by facts.

Under the head of "emigration" Captain
Ramsey tells us that the promise held out
in 1891 of a revival of emigration has to
some extent been realised, the numbers
last year amounting to 52,149, being an
increase of 6,991 over the previous year.

The paragraph giving these figures concludes
as follows:—"Until, however, new fields
are opened, we cannot hope for any sub-
stantial revival in this branch of trade."

Brazil is a promising field out of which we
have something may be made, but it is to
the Straits Settlements, to the Dutch East
Indies, and to Borneo that we must chiefly
look for a demand for Chinese
labour, and to those countries the emigra-
tion trade appears to be in a
not altogether unsatisfactory position.

The "use of the word 'revival'"

in the Harbour Master's report pre-
supposes that there has been a great
falling off, and indeed Sir William Des
Vaux in one of his speeches at the time
when the prospects of the Colony were
specially under discussion referred to the
decline in the emigration trade as one of the
things which had "hit Hongkong very
hard," a statement which has been generally
accepted without question. It may be in-
teresting therefore to see what the decline
actually amounts to, for which purpose we
have compiled the following table from the
Harbour Master's report, showing the
number of emigrants that left in each of
the last twenty years:—

Year	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892
Number	10,748	11,247	12,717	14,532	16,588	18,695	20,802	22,909	25,016	27,123	29,230	31,337	33,444	35,551	37,658	39,765	41,872	43,979	46,086	48,193

It will be seen from the above that in only
seven years out of the twenty was the emigra-
tion larger than it was last year. The
great increase in 1881 and 1882 was in con-
sequence of the rush to get into the United
States before the Chinese legislation came
into force, and was understood at the time
to be only a temporary phenomenon. After
this came an expansion of planting enterprise
in the Straits and the Dutch Indies, with
a consequent increased demand for Chinese
labour. This increased demand having been
supplied, the emigration fell back to some-
thing like its normal level. From high water
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large falling off, but a comparison of the
basis is calculated to lead to erroneous con-
clusions; it is the average for a reasonably
long period that should be taken. Probably
the Chinese in the United States and
in Australia are individually better cus-
tomers for Chinese produce than the
emigrants who go to the Straits, and so
give rise to a larger trade in the supply
of their requirements; from which point
of view perhaps an increased emigration
to the Straits does not make up for a de-
creased emigration to the other countries
named. We have no desire to gloss over or
minimise the loss which this Colony has
suffered from the anti-Chinese legislation of
America and Australia, but at the same time
the condition of the emigration trade, not-
withstanding this legislation, is not such as
to justify the very worst of the jocosities that
have at times been uttered respecting it.

We would direct attention to Mr. Osborne's
letter in another column on the signalling
of steamers. Last year the Government
was asked to transfer the signal station from
the Peak to Kowloon, where signals would
be more generally seen and be more frequently
observed by fog. With difficulty the Gov-
ernment was induced to move, so far as to
have the signals repeated at Kowloon, but
not from the place indicated by the
petitioners as the most suitable, and the
service has been so badly conducted that
Captain Ramsey in his report is able to say
with an air of triumph, "I am not aware
of how much benefit accrues to the mercantile
community from the establishment of
these signals at Kowloon, but, if I may ex-
press an opinion, I should say not much."

So will everybody say. It is small matters
of this kind that make the want of a Harbour
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conducted so as to meet the requirements of
the community, but under existing conditions
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mail gun be fired when the mail steamer
is telegraphed as passing Gap Root, instead
of only when she is sighted from the Peak?

In foggy weather when the view from the
Peak is obscured, or when the steamer is
not sighted before sundown, the general
public have no means of knowing when the
vessel is coming in.

There were 1,185 visitors to the City Hall
Museum last week, of whom 96 were Europeans.

The M. M. steamer *Melbourne* arrived last
night from Shanghai, but her mails were not
delivered.

The Indo-China steamer *Katung*, from
Calcutta and Straits left Singapore at 5 a.m.
yesterday for this port.

The C. P. steamer *Empress of China*, from
Yokohama, arrived at Yokohama on Sunday
yesterday, and will leave for this port via
Kobe, Nagasaki and Yokohama on Monday.

The P. & O. steamer *Rosetta* left Singapore
for this port at 2 p.m. yesterday, and will
leave for the outward English mails, and is expected
here about 6 a.m. on the 22nd proximo.

The China Mutual steamer *Kintok*, from
Glasgow and Liverpool, passed the Canal on the
29th May, and may be considered due at Singa-
pore on or about the 18th June.

There will be a polo match, Over 30 v. Under
30, at 5 p.m. today at Gunpowder Bay.

A meeting of the "Old Volume" was held
yesterday afternoon at the Chambers, Bank
Building. Hon. J. H. Wilson, chairman, pre-
sided, and there was a good attendance, several
ladies being among the present. Mr. J. W.
Jones read a very interesting and able paper
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THE HONGKONG DAILY PRESS, TUESDAY, MAY 20th, 1892.

The *Bangkok Times* says:—"In the event of
an emergency, it is understood that the British
Government will not consider the occasion
so serious as to warrant the dispatch of a
fleet to Bangkok."

In the Supreme Court yesterday afternoon
Mr. A. G. Wier, Registrar, presided at the
hearing of the famous dog shooting case, *Gale*
v. *Harmon*, at the request of Mr. J. H. Wilson,
Attorney General. The evidence produced
almost entirely confirmed the facts stated in
the *Bangkok Times* of the 18th inst., and the
case will be awarded with interest.

Tomlin papers contain particulars of the
further advance of the Franco-Annamite forces
on the Mekong. The *Courier d'Haiphong* in
one place speaks of the capture of Captain
Thoreux, and in another place it says that
the officer was captured on the right bank of
the river, where he had landed while going up
to Khauw, with three French officers and
several men. The Governor-General has invited
the Siamese mandarin in charge of the district
general, Anant, to send him to the Siamese
Government a report on the Siamese troops
in the district, and the Siamese Government
has accepted the invitation. The Siamese
troops have been sent to the district, and the
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accounts for the twelve months ending 31st
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realized. The result of the first eight months
working was very bad, but since then there has
been a general improvement, and if this continues
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SHIPPING IN PORT.

KORN.

1. Part on 20th May, 1893.
Aur. sh., 2,312, Bifers, Apr. 28,
Acroporid Co
Gibberia str., 671, W. Wulf, Feb. 8,
Wm & Co
Ship, Brit. str., 2168, Parsons, May 18,
Lewell, O'Hill & Co
In, British str., 1409, M'Kenzie Mar 9,
Acroporid Co
Str. British str., 1463 Williams May 16

[illegible]

P. Vinsen Kujala
 Br. str. (A. n.) 2, 657, Edwards, May 9,
 Angel, Samuel & Co
 SANGKOK.
 1st Post on 18th May. 1893.
 B. Hish str. 1, 99-2, Christie, April 5,
 Markward & Co
 R. omers, German bark, 1, 419, Ahlers,
 17-23, A. Markward & Co
 British bark, 275, Weyen, Dec. 31,
 Ho's Lane
 German bark, 1, 431, Hüllmann, Mar. '95,
 one Co
 British bark, 572, Sternlt, Nov.

V. tars, Slim. b., 659, K. wh, April 21,
 ng Co
 V. off-shd, Briffish str., 1937, Tawassend,
 1, L. A. Mackwell & Co
 British steamer, 1339, Bowler, April 15,
 nan Co
 (ban, cr. str., 503, Wilson, May 10,
 on Co
 (Garmen steamer, 742, V. jern, May 11,
 ng Lee & Co
 (Garmen steamer, 2008, Bruton, Apr. 25,
 Mackwell & Co
 (Garmen steamer, 745, Blomberg, May 2,
 W. J. Jern & Co

**BRITANNIC MAJESTY'S SHIPS
OF THE CHINA SQUADRON.**

[illegible]

Senior, 10 guns, 5,500 h.p., Capt.
at Nagasaki
Senior, 8 guns, 1,050 h.p., Com. A. W.
at Baiten, at Hongkong
Senior, 13 guns, 3,300 h.p., Capt.
at Hongkong
Senior, 8 guns, 3,500 h.p., Capt. Angus
at Singapore
Senior, 6 guns, Lieut.-Comd. Ingram,
at Nagasaki
Senior, Commander W. U. Moore, at
Hongkong
Senior, 6 guns, 1,900 h.p., Lieut.-Com.
at Singapore

3. Allington, at Hongkong
torpedo cruiser, 6 guns, 3,500
hp. C. L. Bar, at Japan
torpedo boat, 9 guns, 1,000 h.p., Lieut.
J. Citesworth, at Hongkong
torpedo boat, 7 guns, 1,300 h.p., Lieut.-Com.
M. J. S. at Chikwang
cruiser, 12 guns, 2,000 h.p., Capt. R.
T. Anderson, at Nassau k.i.
mining launch, at Hongkong
torpedo boat, 7 guns, 1,010 h.p.,
Lieut. Kirby, at Bangkok
torpedo boat, 7 guns, 310 h.p.,

**FOREIGN MEN-OF-WAR ON THE
YAMATO AND JAPAN STATION.**

Cornelior. Russian cruiser, Capt.
Kuroki, at Yokohama
r corvette, 8 guns, Lieut. Wain-
right, at Nagasaki

Amer. port., Comd. Felix McCaskey,
at Nagasaki

Portuguese g.-bt., 400 h.p., Lieut.-Com.
Sira de Sa, at Bangkok
Russian cruiser, 13 guns, 1,100 h.p.
"Eniksis", at Vladivostok
French cruiser, at Japan
French gunboat, Lieut. Furet, at
Hongkong
Italian cruiser, 4 guns, 1,100 h.p.,
Olivari, at Shanghai
"de Ulloa", Spanish cruiser, 4 guns,
de la, at Shanghai
Portuguese gunboat, at Hongkong
Chinese g.-bt., 6 guns, 700 h.p., Captain

French cruiser, Capt. Ricalour, at
ghai
man gunboat, 4 guns, 4,340 h.p., Capt.
at, Shau-thai
f. French gunboat, Capt. Bory, at
kong
Russian gunboat, Capt. Filisoff, at
ghai
Russian corvette, 6 guns, 1,205 h.p.,
tojez-wansky, at Vladivostok
American frigate, Capt. A. H. Mc
ish, at Yokohama
ouch-g-it, 4 guns, Capt. Papais, at
ouh

Russian cruiser, 7 guns, Com. Brandt,
Ankova.
Amr. corvette, 6 guns, Com. Gridley.
Laughlin.
Amr. cruiser, 6 guns, 1,740 h.p., Com.
r., at Ichang.
Russian cruiser, 8 guns, 253 h.p.,
Zarins, at Vladivostok.
Zova, Russian cruiser, Capt. S. Bauer.
gasaki.
French cruiser, Capt. Forrest, at
nr. gunboat, Capt. Dayton, at Yok-

Russian cruiser, Capt. Barranov, on
 Vladivostock
 Russian cruiser, 13 guns, Capt. A.
 on at Shanghai
 German cruiser, Captain Herbing, at
 on
 Amer. corvette, Com. P. H. Cooper,
 on
 French frigate, Capt. B. de
 on at Hongkong
 on gunboat, 4 guns, 425 h.p., Capt.
 on at Suifu
 Russian cruiser, Capt. Zarine, at Vladivostock

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